

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF JUSTICE

TO : The Director
Federal Bureau of Investigation

DATE: September 3 1976

b6
b7C

FROM : Richard L. Thornburgh
Assistant Attorney General
Criminal Division

RLT:KWM:CLJ:pcp
12-18-707

SUBJECT: Request for the F.B.I. to Investigate the Circumstances
Surrounding the Death of Kenneth G. Burnstine, [REDACTED]

The Federal Bureau of Investigation is hereby requested to begin an investigation into the death of KENNETH G. BURNSTINE with a view toward a potential obstruction of justice or violation of civil rights charge. [REDACTED]

[REDACTED] One of the defendants is JOHN MARDI, a Teamster's official and reputed head of the organized crime family in Cleveland, Ohio.

Mr. Burnstine was killed on June 16, 1976 in a crash of his private plane which he was piloting to Mojave, California for the National Air Races.

Subsequently, information was received through an F.B.I. informant in Cleveland, Ohio that [REDACTED]

[REDACTED] It was common knowledge that Burnstine flew his own planes and that he was going to the National Air Races. ST-105 REC 68 DE-211 1/72-2391-1

While normal procedure would be for the Drug Enforcement Administration to investigate this case [REDACTED]

[REDACTED] I feel that an exception should be made in this case and the F.B.I. should investigate. The prime potential defendant is an organized crime figure. Additionally, the Bureau is uniquely qualified to investigate a death involving sabotage of an aircraft.

For these reasons, it is requested that the Federal Bureau of Investigation immediately begin an investigation into the death of KENNETH G. BURNSTINE, [REDACTED]



F B I

Date: 10/4/76

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Precedence)

TO: DIRECTOR, FBI

FROM: *mp* SAC, CLEVELAND (2-57) (RUC)

SUBJECT: UNKNOWN SUBJECT;
INVESTIGATION OF THE CIRCUMSTANCES
SURROUNDING THE DEATH OF KENNETH G.
BURNSTINE, [REDACTED]
OBSTRUCTION OF JUSTICE

OO: Los Angeles

For information of the Bureau and Los Angeles, recontact by Special Agent [REDACTED] with [REDACTED], which source is closed in the Cleveland Division, obtained no new information relative to captioned matter. Source firmly believes that JOHN NARDI did, in fact, have BURNSTINE killed, but has no proof or other information relative to this, [REDACTED]

[REDACTED] Source will contact the Cleveland Division should he obtain any new information relative to captioned matter. *D*

Review of Cleveland file 2-57 and all information obtained relative to captioned matter by the Cleveland Division contradicts information contained in letter dated 9/3/76 to Director, FBI from RICHARD L. THORNBURGH, Assistant Attorney General, Criminal Division, Department of Justice. THORNBURGH, in his letter to the Director, stated that an associate of NARDI's advised that when NARDI was in Las Vegas during the Teamster convention, he had someone go to Chino Airport in California and tamper with BURNSTINE's plane. The source said that NARDI did, in fact, go to California while in Las Vegas during the Teamster convention or that he hired someone to go to California to tamper with BURNSTINE's plane.

② - Bureau
2 - Los Angeles
1 - Cleveland
JGM:sar

(5)

EX-113

REC-77

72-2391-2
23 OCT 6 1976Approved: *F42* Special Agent in Charge

Sent _____ M Per _____

26 OCT 15 1976

CV 2-57

He did advise that there was a possibility that NARDI could have arranged for BURNSTINE's death while being in Las Vegas.

Should the Cleveland Division obtain any new information relative to captioned matter, it will immediately be furnished to the Bureau and Los Angeles.

Airtel

9/15/76

To: SAC, Los Angeles

From: Director, FBI

DE-21

REC-68

72-2391-

1 -
1 - FOF

~~UNKNOWN SUBJECT~~
~~INVESTIGATION OF THE CIRCUMSTANCES~~
~~SURROUNDING THE DEATH OF KENNETH G.~~
~~BURNSTINE~~
OBSTRUCTION OF JUSTICE
OO: LOS ANGELES

Enclosed for receiving offices is one copy each of a letter dated 9/3/76 to Director, FBI, from Richard L. Thornburgh, Assistant Attorney General, Criminal Division of the Department, requesting investigation in captioned matter.

Los Angeles thoroughly review the enclosed letter. Contact appropriate officials of the Federal Aviation Administration, Van Nuys, California, and secure a copy of the investigative report concerning the airplane crash death of Kenneth G. Burnstine on 6/16/76 at Mojave, California. Contact U. S. Attorney and advise him of this investigation. Los Angeles is instructed to coordinate this matter with auxiliary offices in order to resolve this case at the earliest possible time.

Receiving offices review case entitled,
 Et Al, Neutrality Matters"

, for limited information regarding Burnstine's airplane crash.

Los Angeles promptly handle.

Enclosure

- 1 - Miami (Enc. 1) (Info.)
- 1 - Cleveland (Enc. 1) (Info.)

PGM:pmg
(7)

Assoc. Dir. _____
Dep. AD Adm. _____
Dep. AD Inv. _____
Asst. Dir.:
Adm. Serv. _____
Ext. Affairs _____
Fin. & Pers. _____
Gen. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
Legal Coun. _____
Plan. & Eval. _____
Rec. Mgnt. _____
Spec. Inv. _____
Training _____
Telephone Rm. _____
Director Sec'y _____

MAIL ROOM ☒ TELETYPE UNIT ☐

55 OCT

4 1976

Airtel

10/7/76

To: SAC, Miami

From: Director, FBI

1 -
1 - FOF

UNSUB;
INVESTIGATION OF THE CIRCUMSTANCES
SURROUNDING THE DEATH OF KENNETH G.
BURNSTINE.
OBSTRUCTION OF JUSTICE
OO: LOS ANGELES

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ReLAairtel to the Bureau dated 9/30/76.

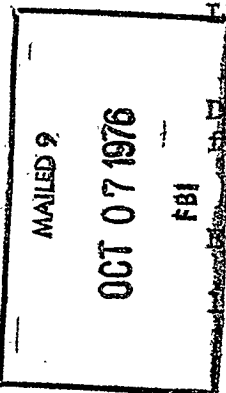
Enclosed for Miami is one copy of an LHM dated 9/30/76 at Los Angeles.

Charles L. Jaffee, Attorney, Criminal Division of the Department, advised Karen Atkinson, Assistant U. S. Attorney, Miami, Florida, is the person responsible for prosecution of the Federal narcotics case in which Kenneth G. Burnstine was to be a witness. Miami is requested to furnish Atkinson with a copy of the enclosed LHM.

For information of Miami and Los Angeles, the Department has been requested to advise what, if any, further investigation is desired in this matter.

Enclosure

1 - Los Angeles (72-186) (Info.)



Assoc. Dir. _____
Dep. AD Adm. _____
Dep. AD Inv. _____
Asst. Dir.:
Adm. Serv. _____
Ext. Affairs _____
Fin. & Pers. _____
Gen. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
Legal Coun. _____
Plan. & Eval. _____
Rec. Mgnt. _____
Spec. Inv. _____
Training _____

NDM:pmg
(6)

EX-113

14 OCT 8 1976

Telephone Rm. _____
Director Sec'y _____
MAIL ROOM ☒ TELETYPE UNIT ☐

FBI

Date: 9/30/76

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIR MAIL
(Precedence)TO: DIRECTOR, FBI
FROM: ADIC, LOS ANGELES (72-186) (C)SUBJECT: UNSUB;
Investigation of the Circumstances
Surrounding the Death of
KENNETH G. BURNSTINE,DECEASED

OBSTRUCTION OF JUSTICE

OO: Los Angeles

Re Bureau letter to Los Angeles, dated 9/15/76.

Enclosed are six (6) copies of a letterhead memorandum (LHM) relating to captioned matter, dated and captioned as above.

Inasmuch as the Cleveland and Miami Divisions received an information copy of referenced communication, one (1) copy of above noted LHM is being designated for each of those divisions for information purposes.

It will be noted that investigation in this case was initiated at the request of RICHARD L. THORNBURG, Assistant Attorney General, Criminal Division, United States Department of Justice, which request was set forth in letter dated 9/3/76, and set forth as attachment to referenced communication.

- 3 - Bureau (Encl. 6)
- 1 - Cleveland (Encl. 1) (Info)
- 1 - Miami (Encl. 1) (Info)
- 1 - Los Angeles

RLB/aml
(6)

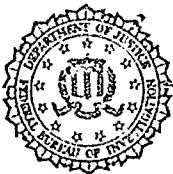
OCT 4 1976

Approved: 55 NOV 2 1976 Special Agent in Charge

Sent _____ M Per _____

LA 72-186

Records of the Los Angeles Division reflect case captioned, "KENNETH GORDON BURNSTINE, aka, CAA - CARRYING WEAPON ABOARD AIRCRAFT; OO: Los Angeles," Los Angeles file 164-1392. Investigation in this case concerned the attempt of BURNSTINE to board Hughes Air West flight 882, at the Orange County Airport, Santa Ana, California, on 1/19/76, carrying a loaded automatic pistol. The office of the United States Attorney at Los Angeles, California, subsequently declined prosecution of BURNSTINE. Los Angeles Division records also reflect case captioned, [REDACTED] ET AL, NEUTRALITY MATTERS," [REDACTED] wherein the Bureau was furnished copies of an article appearing in the 6/19/76, issue of the Herald Examiner, a leading Los Angeles daily newspaper. This article quoted FAA Investigator [REDACTED] as stating that BURNSTINE's death was "accidental" and that "We have ruled out any possibility of sabotage."



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION
Los Angeles, California
September 30, 1976

In Reply, Please Refer to
File No.

b6
b7C

UNKNOWN SUBJECT;
Investigation of the Circumstances
Surrounding the Death of
KENNETH G. BURNSTINE,
[REDACTED]
OBSTRUCTION OF JUSTICE

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Submitted as attachments to this memorandum
are photocopies of reports listed as follows:

1. Factual Aircraft Accidental Report,
compiled by the Federal Aviation Administration
(FAA), 8 pages.
2. Kern County (California) Sheriff's Aircraft
Accident Report, 5 pages.
3. Statements of four witnesses, 4 pages.
4. County of Kern (California) Autopsy Report,
2 pages
5. County of Kern (California) Coroner's Report
2 pages

All of above reports relate to the crash of a
North American P-51D aircraft, Serial Number 44-7476N,
on June 16, 1976, at approximately 5:30 PM, approximately
two miles east of Mojave Airport, Mojave, California,
resulting in the death of the pilot of this aircraft,
Kenneth Gordon Burnstine. All of above reports were
furnished by [REDACTED]
FAA, General Aviation District Office, Suite 316, Hathaway
Building, 7120 Hayvenhurst Avenue, Van Nuys, California, 91406,
telephone (213) 997-3191. [REDACTED] further advised as
follows:

1
ENCLOSURE

72-2391-4

UNKNOWN SUBJECT;
Investigation of the Circumstances
Surrounding the Death of
KENNETH G. BURNSTINE,
[REDACTED]
OBSTRUCTION OF JUSTICE

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He, with other FAA personnel, on June 16, 1976, was at the Mojave Airport, at Mojave, California, in connection with the National Air Races held at this location on June 18 - 20, 1976. Although he was not an actual witness to the crash, he proceeded directly to the scene of the crash, and was among the early arrivals at this location. BURNSTINE was well known to the many people interested in the National Air Races. He was considered to be a daring but competent pilot, well qualified to race his highly modified P-51 aircraft. Many persons in aviation knew of BURNSTINE's reputation as a drug smuggler and it was no secret that BURNSTINE [REDACTED]
[REDACTED]

b7D

[REDACTED] advised that because of this background, he made certain that his investigation was conducted with painstaking care. He noted, for instance, a rumor quickly circulated that the body recovered in above crash was not that of Burnstine. Though the body was terribly mutilated, part of the right thumb was located and eight identical points of comparison were made between the print of this thumb and the known right thumbprint of Burnstine. He also noted that Burnstine's address book was found at the crash scene and was retained by the Kern County Sheriff's Office. He further noted that the repair work done on Burnstine's airplane on the day prior to above noted crash, would not have affected the flying characteristics of the airplane.

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[REDACTED] advised that it is his opinion that Burnstine, fully aware that many aviation buffs had already arrived at Mojave Airport, and with no advance planning, decided to demonstrate the speed of his airplane by making a fast run at low altitude over the runway at Mojave. From the statements of witnesses, it was apparent that the "Split S" maneuver executed by Burnstine was done at such high speed and low altitude that he simply ran out of airspace before completion of the maneuver. In effect, it was the "ultimate mistake," and nothing discovered in the course of the investigation indicated any other conclusion.

NATIONAL TRANSPORTATION SAFETY BOARD FACTUAL AIRCRAFT ACCIDENT REPORT - GENERAL AVIATION -		NTSB FORM 6120.1 SUBMITTED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES		NTSB ACCIDENT IDENT. NO. LAX-76-F-UC42	
DISTANCE AND DIRECTION FROM NEAREST CITY OR PLACE, STATE Two miles east of Mojave Airport, Mojave, California		ELEVATION 2787 MSL		REGISTRATION MARK N 69CF	
		TIME (Local) Approx. 1730		DATE OF ACCIDENT 06-16-76	
		TIME ZONE PDT			
Part A - WHEN ACCIDENT OCCURRED DURING APPROACH TO OR DEPARTURE FROM AN AIRPORT—COMPLETE FOLLOWING:					
AIRPORT NAME Mojave		RUNWAY IN USE DIRECTION: 25 MAG. <input type="checkbox"/> ON AIRPORT <input type="checkbox"/> OFF AIRPORT <input checked="" type="checkbox"/> LENGTH: 6000 FT.		FROM AIRPORT DEGREES: 070 MILES: 2	
		RUNWAY SURFACE TYPE: N/A CONDITION:			
Part B - AIRCRAFT DATA					
AIRCRAFT MAKE AND MODEL North American P-51B-30W		SERIAL NO. 44-7476N		AIRCRAFT TOTAL TIME See Narrative	
ENGINE MAKE AND MODEL Packard-Merlin V-1650-9A		ENGINE TOTAL TIME/TIME SINCE O.H. See Narrative		DATE LAST ANNUAL OR PROGRESSIVE INSP. 09-06-75	
		NO. 1 / NO. 2 /		TIME SINCE ANNUAL OR PROGRESSIVE INSP. See Narrative	
NAME AND ADDRESS OF OWNER OR OPERATOR Kenneth Gordon Burnstine, 1011 North Bayfront, Balboa Island, California 92662		CATEGORY OF AIRWORTHINESS CERTIFICATE Limited			
PURPOSE AND TYPE OF OPERATION (Check all applicable boxes)					
<input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> SCHEDULE <input type="checkbox"/> PASSENGER <input checked="" type="checkbox"/> PRACTICE <input type="checkbox"/> <input type="checkbox"/> PLEASURE <input type="checkbox"/> MAIL <input type="checkbox"/> BUSINESS <input type="checkbox"/> INSTRUCTIONAL <input type="checkbox"/> <input type="checkbox"/> AIR TAXI <input type="checkbox"/> CARGO <input type="checkbox"/> CORP./EXEC. <input type="checkbox"/> AERIAL APPLICATION					
Part C - PILOT-IN-COMMAND DATA					
NAME AND ADDRESS Kenneth Gordon Burnstine 1011 North Bayfront Balboa Island, California 92662		SEAT OCCUPIED Front (Tandem)		PILOT CERTIFICATE NO. 1413095	
		DEGREE OF INJURY Fatal		SOCIAL SECURITY NO. 336-24-8874	
		OCCUPATION Unknown		NATIONALITY USA	
<input checked="" type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> AIRPLANE <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> HELICOPTER <input type="checkbox"/> FLT INSTRUCTOR <input type="checkbox"/> ROTORCRAFT <input type="checkbox"/> PRIVATE <input type="checkbox"/> GYROPLANE <input type="checkbox"/> STUDENT <input type="checkbox"/> GLIDER <input type="checkbox"/> OTHER <input type="checkbox"/> INSTRUMENT		TYPE RATINGS OR STUDENT ENDORSEMENTS CY-TB5, L-18, DC-3, DC-B-26		MEDICAL CERTIFICATE DATE OF ISSUE 09-04-75	
<input checked="" type="checkbox"/> MULTI ENGINE: LAND <input checked="" type="checkbox"/> SEA <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> SINGLE ENGINE: LAND <input checked="" type="checkbox"/> SEA <input type="checkbox"/>		AUTOPSY <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES		CLASS II	
		TOXICOLOGY <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES		LIMITATIONS/WAIVERS No Limitations	
				DATE OF BIRTH 02-15-33	
PILOT TIME		LAST 24 HOURS		LAST 90 DAYS	
		DUAL PIC		DUAL PIC	
1. THIS MAKE AND MODEL 2. NIGHT (All Models) 3. DAY (All Models) 4. INSTRUMENTS		(SEE NARRATIVE)		TOTAL TO DATE DUAL PIC TOTAL	
ACTUAL SIMULATED					
SOURCE OF TIME <input type="checkbox"/> PILOT FLIGHT TIME <input type="checkbox"/> PILOT/OPERATOR EST. <input type="checkbox"/> FAA RECORDS <input type="checkbox"/> OTHER (Specify)		5. SINGLE ENG. FIXED WING 6. MULTI-ENG. FIXED WING 7. GLIDER 8. ROTORCRAFT 9. OTHER			
		TOTAL FLIGHT TIME (5, 6, 7, 8, 9)			

Part G - WEATHER AT TIME AND PLACE OF INCIDENT			
SOURCE OF INFORMATION Observed at scene by reporting inspector.	SKY COVER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> CEILING _____ FT. <input type="checkbox"/> OTHER _____ FT.	WIND FROM <u>260</u> TRUE DIRECTION VELOCITY <u>25</u> KTS., GUSTS <u>40</u> KTS. LIGHT & VARIABLE <input type="checkbox"/>	
TURBULENCE <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT <input type="checkbox"/> MODERATE <input type="checkbox"/> SEVERE <input type="checkbox"/> EXTREME	LIGHT CONDITIONS <input type="checkbox"/> DAWN / DUSK <input type="checkbox"/> BRIGHT NIGHT <input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> DARK NIGHT	VISIBILITY <u>50</u> MILES	ALTIMETER SET. Unknown HG.
WEATHER CONDITIONS AND VISIBILITY RESTRICTIONS <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET <input type="checkbox"/> FREEZING <input type="checkbox"/> THUNDERSTORMS <input type="checkbox"/> HAZE <input type="checkbox"/> HAIL <input type="checkbox"/> SMOKE <input type="checkbox"/> DUST RAIN <input type="checkbox"/> ICING CONDITIONS		TEMPERATURE Estimated <u>85</u> °F	DEW POINT Unknown °F
Part H - FLIGHT PLAN INFORMATION			
DEPARTURE POINT Chino, California	DATE AND TIME OF DEPARTURE 06-16-76, Approx. 1700 ^{PDT}	DESTINATION Mojave, California	ETA (If any) Unknown
INTERMEDIATE POINTS OF LANDING None	SERVICE PRIOR TO LAST TAKEOFF Unknown	FUEL ON BOARD LAST TAKEOFF Unknown GALS / LBS. GRADE	
FLIGHT PLAN FILED: <input type="checkbox"/> NONE <input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> SPECIAL VFR <input type="checkbox"/> OTHER:			
DESCRIBE WEATHER BRIEFINGS OBTAINED (From whom, when, where and how received) AND ENROUTE WEATHER REPORTS REC'D. Unknown			
Part I - COMPONENT/SYSTEM FUNCTIONAL FAILURE			
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (If "Yes", give part name, mfr., part no., serial no., etc.)		TIME ON PART TOTAL SINCE OVERHAUL	
Part J - AIRCRAFT AND GROUND DAMAGE			
DEGREE OF AIRCRAFT DAMAGE <input checked="" type="checkbox"/> DEMOLISHED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> MINOR <input type="checkbox"/> NONE		FIRE <input type="checkbox"/> NO <input type="checkbox"/> IN FLIGHT <input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> ON GROUND	
DESCRIBE GROUND DAMAGE (If any) None - Crash site was located on the Mojave Desert.			

Part K - AIRPLANE WRECKAGE EXAMINATION
IF WRECKAGE WAS MOVED PRIOR TO EXAMINATION - PROVIDE DETAILS IN NARRATIVE

COMPONENT DAMAGE I-IMPACT F-FIRE D-DEMOLISHED S-SUBSTANTIAL M-MINOR N-NONE			TYPE OF LANDING GEAR	FUEL SELECTOR POSITIONS	VACUUM SELECTOR POSITION
PROPELLER	NO. 1	NO	RETRACTABLE GEAR AT IMPACT	UP OR DOWN	LOCKED OR INTERMEDIATE
ENGINE	NO. 2	-	LEFT	Up	Locked
	NO. 1	NO	RIGHT	Up	Locked
FUSELAGE	NO. 2	-	NOSE/TAIL	-	-
	NO. 1	NO	LANDING GEAR CONTROL	Unknown	Unknown
FLIGHT CONTROL SYSTEM	NO. 2	-	LANDING GEAR INDICATOR	Unknown	Unknown
ENGINE CONTROLS	NO. 1	NO	POSITION OF WING FLAPS <input checked="" type="checkbox"/> UP <input type="checkbox"/> DOWN (Amount)	WING FLAP POSITION INDICATOR	WING FLAP CONTROL POSITION
LANDING GEAR SYSTEM	NO. 2	-		Unknown	-
HORIZONTAL STABILIZERS	NO. 1	NO		DUAL CONTROLS	
ELEVATORS/STABILATORS	NO. 2	-		INSTALLED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES	
VERTICAL STABILIZERS	NO. 1	NO	OPERATIVE <input type="checkbox"/> NO <input type="checkbox"/> YES		
RUDDER/RUDDERATORS	NO. 2	-	RIGHT OR UP		LEFT OR DOWN
TRIM TABS	RUDDER	-	FIXED		TRIM INDICATOR SETTINGS
	ELEVATOR	-	-		-
	AILERON	-	-		-
LEFT WING	NO. 1	NO	TRIM TAB POSITIONS (Deflection Angle)	NEUTRAL	
LEFT FLAP	NO. 2	-	RUDDER		
LEFT AILERON/SPOILER	NO. 1	NO	ELEVATOR	Unknown	
LEFT WING STRUTS	NO. 2	-	AILERON		
RIGHT WING	NO. 1	NO	Failure Description		
RIGHT FLAP	NO. 2	-	SEAT BELTS	No. Install	No. Used
RIGHT AILERON/SPOILER	NO. 1	NO	2	1	1
RIGHT WING STRUTS	NO. 2	-	SHOULDER HARNESS	2	1
SYSTEMS	FUEL	NO	SEATS	2	1
	OIL	NO			
	ELECTRIC	NO			
	HYDRAULIC	NO			
	ANTI-ICE	NO			
VACUUM	NO				
PNEUMATIC	NO				
CABIN HEATER	NO. 1	NO	REMARKS (Quantity)		
OTHER (SPECIFY)	NO. 2	-	OXYGEN	ON BOARD <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	USED <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
CABIN PRESSURIZATION			INSTALLED <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	REMARKS	
EMERGENCY LOCATOR TRANSMITTER			ON BOARD <input type="checkbox"/> No <input type="checkbox"/> Yes	REMARKS	
AIDED SEARCH/LOCATION			REMARKS		
Part L - COCKPIT DOCUMENTATION					
COMMUNICATIONS AND NAVIGATION SETTINGS					
ITEM	REMARKS		ITEM	REMARKS	
All communications and navigation settings destroyed by impact and fire.					

Part O - INSTRUMENT READINGS

ITEM	REMARKS	ITEM	REMARKS
All instrument readings destroyed by impact and fire.			

Part P - POWER PLANT CONTROL SETTINGS

ITEM	REMARKS	ITEM	REMARKS
Mixture Control - Full Rich Throttle Control - Full Forward Propeller Control - Full Aft			

Part Q - FLIGHT CONTROL - DEICER - ANTI-ICER SETTINGS

ITEM	REMARKS	ITEM	REMARKS
All cockpit flight control positions destroyed by impact and fire. SEE NARRATIVE - WRECKAGE			

Part R - ELECTRIC PANEL - LIGHT SWITCHES

ITEM	REMARKS	ITEM	REMARKS
All electrical panels - Light switches destroyed by impact and fire.			

AIRCRAFT GROSS WEIGHT		AIRCRAFT CENTER OF GRAVITY	
AT TAKEOFF	AT OCCURRENCE	AT TAKEOFF	AT OCCURRENCE
<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:	<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:	<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> FORE <input type="checkbox"/> AFT <input type="checkbox"/> LEFT <input type="checkbox"/> RIGHT	<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> FORE <input type="checkbox"/> AFT <input type="checkbox"/> LEFT <input type="checkbox"/> RIGHT

Part T - ACCIDENT SITE EXAMINATION

TERRAIN FEATURES (Check more than one if necessary)	<input checked="" type="checkbox"/> LEVEL <input type="checkbox"/> ROLLING <input type="checkbox"/> HILLY <input type="checkbox"/> MOUNTAINOUS	<input type="checkbox"/> WOODED <input type="checkbox"/> BRUSH <input type="checkbox"/> SWAMP <input checked="" type="checkbox"/> DESERT	<input type="checkbox"/> PLOWED FIELD <input type="checkbox"/> CROPS <input type="checkbox"/> OPEN WATER <input type="checkbox"/> RIVER	<input type="checkbox"/> LAKE <input type="checkbox"/> CITY AREA <input type="checkbox"/> OTHER (Specify)
GROUND CONDITIONS. <input checked="" type="checkbox"/> SOFT <input type="checkbox"/> HARD <input type="checkbox"/> ROCKY <input type="checkbox"/> OTHER (Specify):				
OBSTACLES STRUCK BEFORE PRINCIPAL IMPACT	<input type="checkbox"/> WIRES <input type="checkbox"/> TREES <input type="checkbox"/> BRUSH <input type="checkbox"/> BUILDING	COMPONENT INVOLVED WITH OBSTACLE IMPACT (Describe) N/A		
MOVED AFTER PRINCIPAL IMPACT	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES	DISTANCE _____ FT. DIRECTION: _____ MAG.	GRADE OF TERRAIN AT IMPACT <input checked="" type="checkbox"/> LEVEL <input type="checkbox"/> UP <input type="checkbox"/> DOWN OF SLOPE	

SKETCH OF IMPACT POINTS: (Sketch gouge marks with dimensions and magnetic headings, include obstacle and principle impact points, pertinent landmarks, buildings, runways, reconstructed flight and ground paths, wreckage distribution, etc.)

(SEE ATTACHED DIAGRAM MADE BY SGT. [REDACTED] KERN COUNTY SHERIFF'S DEPARTMENT)										SKETCH. Indicate Magnetic Direction and Scale

SCALE

Part U - NARRATIVE STATEMENT OF PERTINENT FACTS, CONDITIONS, AND CIRCUMSTANCES

RESUME: On June 16, 1976, at approximately 1700 PDT, N69QF, a North American P-51D, departed Chino Airport, Chino, California, for Mojave Airport, Mojave, California. Upon arrival over Mojave, N69QF, crashed killing the pilot and destroying the aircraft.

HISTORY OF FLIGHT: [redacted] of Unlimited Aircraft, Inc., Chino, California, reported that N69QF arrived at Chino Airport on June 13, 1976, and was parked outside of the Unlimited Aircraft Hangar that night. On the following day, June 14, 1976, until June 16, 1976, N69QF remained inside the hangar. On June 15 and 16, 1976, maintenance was performed on the aircraft. The engine was uncowed and cleaned; coolant temperature indicator was replaced; hose clamps were tightened, and the water pump for the spray bar was replaced. [redacted] reported that [redacted] replaced the water pump and was the last person to work on the aircraft. [redacted] also stated that he personally checked the aircraft records and installed them in the aircraft on the day it left Chino, California, for Mojave, California.

WITNESS CALIF. B. APPROX [redacted] stated that he and Kenneth G. Burnstine departed Chino Airport at approximately 1700PDT on June 16, 1976, and flew in formation to Mojave Airport. [redacted] piloted a North American P-51, N5441V, and Mr. Burnstine piloted a North American P-51, N69QF. [redacted] further stated, "I was in trail with him (Burnstine) overhead of Mojave at 8,000 feet (Mean Sea Level), indicating 250 knots when Burnstine called over the radio he was going to full power and drop down on the race course. He pulled ahead of me and did a split "S" maneuver. I knew he was going awful fast when he rolled it over. I momentarily lost sight of him but did see pull out and do a complete roll (left) maneuver followed by a quarter roll (left) then hit the ground. Through this last roll he called on the radio and said, 'No (pause), oh no!' that was all he said."

[redacted] stated that while standing at the grandstand area at Mojave Airport, he saw two P-51's flying over together heading in a northerly direction. After passing over the airport they made a descending left turn and headed toward the grandstand. As they passed over, one aircraft continued in an easterly direction (N69QF) and the other broke off and headed in a southerly direction (N5441V). The aircraft in the easterly direction rolled over and started a split "S" turn. [redacted] stated he could picture the arc that the aircraft had to make to complete the maneuver. He knew that the pilot did not have enough airspace to complete the split "S". The aircraft was pointing downward and it used half of the airspace available. The aircraft rolled 180° and started to pull up and then snap over and headed toward the ground.

[redacted] an aircraft manufacturer, stated, "I was watching the two P-51's with binoculars. No aircraft structures or parts were observed departing the aircraft until the time of impact. There was no visible fire or flames until the instant of impact with the ground."

Witnesses and FAA Inspectors at Mojave Airport observed the time of impact to be 1725PDT.

CREW INFORMATION: According to FAA, Airman Certification Branch, Oklahoma City, Oklahoma, Mr. Kenneth Gordon Burnstine was the holder of Airline Transport Pilot Certificate #1413095 with Airplane Multiengine Land and Sea ratings, Convair TBV-5, Lockheed L-18 and Douglas DC-3 type ratings. Commercial privileges in Airplane Single Engine Land and Douglas B-26 type ratings.

No record of pilot time or evidence of a biennial flight review, as required by Federal Aviation Regulation 61.57 was found. It is presumed that the pilot logbook

(CONTINUED)

Part U - NAI FIVE STATEMENT OF PERTINENT FACTS, CONDITIONS, AND CIRCUMSTANCES

was destroyed in the aircraft; however, an Annual Proficiency Check is required of the Professional Race Pilots Association prior to a pilot being able to enter a race.

AIRCRAFT INFORMATION: According to the FAA, Aircraft Records Branch, Oklahoma City, Oklahoma, North American P-51, N69QF, was last registered to Aircraft Holding Company, Inc., 126 SE 2nd. Street, Miami, Florida, and held a Limited Airworthiness Certificate dated October 1973.

An aircraft logbook found at the scene of the accident showed that North American P-51, N69QF, Serial Number 44-74756N, had been inspected in accordance with an Annual Inspection on September 6, 1975, and was determined to be in airworthy condition. This inspection was performed by [redacted] Inspection Authority #1396108. No engine logbook was ever found and according to [redacted] of Unlimited Aircraft, Inc., he had personally checked the aircraft records and installed them in the aircraft on the day it left Chino, California, for Mojave, California.

The total time recorded in the aircraft logbook showed 939.4 hours as of September 6, 1975. No record of time was found after that date.

Weight and balance data on N69QF found at the scene showed that the aircraft was last weighed on August 29, 1973, by [redacted] of Aero Sport Aviation, Inc., Chino Airport, Chino, California. This document was damaged by fire. Based on available information, a sample weight and balance problem was computed simulating the probable configuration of N69QF and determined to be within the proper weight Vs center of gravity limits.

METEOROLOGICAL INFORMATION: Mojave Airport did not have an official meteorological observation. The weather observed by FAA Inspector [redacted] at approximately 1730 PDT on June 15, 1976, was sky clear, visibility over 50 miles, wind 260 degrees true at 25 knots with gusts to 40 knots, temperature estimated 85 degrees Fahrenheit. Altimeter setting and dew point is unknown.

It is unknown as to the weather briefing obtained by the pilot.

WRECKAGE: The aircraft struck the ground on a heading of approximately 050 degrees magnetic. At the point of impact, it was found that the basic part of the crater was approximately 3 feet in depth and tapered out in an east-northeasterly direction to a depth of two to three inches. From this crater, wreckage of the aircraft was spread out over an area approximately 251 yards with a center line of approximately 070 degrees magnetic, and fanned north and south approximately 97 yards.

Major aircraft component nearest this crater was the propeller, hub and gears, followed by the right engine bank, right main landing gear, left engine bank and engine cowl. These components followed a line of approximately 070 degrees magnetic in direction. The cockpit was destroyed.

The fuselage aft of the trailing edge of the wing and empennage section were damaged. All major components but the upper rudder cap were in place. The upper rudder cap was located nearby.

FAA Inspectors [redacted] and [redacted] returned to the accident site on June 17, 1976, to reconfirm the fact that all control surfaces were present at the impact site and that no evidence of control jamming was present.

(CONTINUED)

Inspector [] stated, "Our inspection revealed that all portions of the elevator and elevator counter weights, rudder and aileron control surfaces were present at the impact site. The rudder and elevator controls appeared to have been attached to their respective stabilizers at impact and the empennage control rods and bell cranks were attached to the respective control in the aft fuselage section. Damage to the control surfaces precluded determination of whether or not rudder and elevator controls were capable of making full control surface movement ~~after impact~~ ~~impact~~." ~~impact~~

I could find no evidence to support a theory of control surface separation prior to impact or control surface jamming."

It is not known whether N69QF was equipped with an Emergency Locator Transmitter (ELT); however, none was required per 14 CFR 91.52 (f) (8) as this aircraft was used for the purpose of air racing.

After completing the on-scene investigation, the wreckage was released to [] who identified himself as being a member of the ground crew assigned to N69QF.

NOTE: After impact the aircraft exploded and was destroyed by fire.

MEDICAL AND PATHOLOGICAL INFORMATION: According to the FAA, Aeromedical Certification Branch, Oklahoma City, Oklahoma, Kenneth Gordon Burnstine held a Second Class Medical Certificate issued on September 4, 1975, and had no limitations on that Certificate.

An autopsy performed by the Kern County, California, Deputy Coroner Pathologist, Richard Pihl, M.D., gave an anatomical diagnosis of the cause of death: Multiple extreme injuries due to blunt force trauma, multiple skeletal fractures, lacerations of the skin, evulsion and laceration of the organs and tissues.

Donald Wiggington, Deputy Coroner, Kern County, California, reported that no toxicological tests were conducted as no usable body fluids including blood or urine could be extracted.

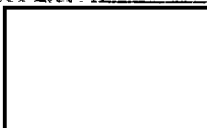
SURVIVAL ASPECTS: This was not a survivable accident.

ADDITIONAL DATA: No NTSB Form 6120.1, Pilot/Operator Aircraft Accident Report was received.

THIS REPORT CONSISTS OF 8 PAGES.

Part V - ADDITIONAL PERSONS PARTICIPATING IN THIS INVESTIGATION

NAME, ADDRESS, AND AFFILIATION



Federal Aviation Administration
General Aviation District Office #1
7120 Hayvenhurst Avenue, Suite 316
Van Nuys, California 91406

Part W - INVESTIGATED BY

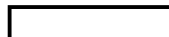
DATE

AGENCY

SIGNATURE

8/2/76

Federal Aviation Administration



Make 1 Original and 5 Carbon Copies of Each Report

Case #

M-13631

KERN COUNTY SHERIFF'S OFFICE

AIRCRAFT ACCIDENT REPORT

Accident

Reported by

Mojave Dispatch

Address

State

Phone No.

(City)

(State)

Date Reported 6-16-76

Time Reported 1730

(A. M. - P. M.)

Airplane

Identification No. N 6907

Make and

Type F-51-D Single engine Mustang

(No. of Engines, Color, Etc.)

Airworthiness Date:

Date of

Accident 6-16-76

Time of

Accident 1725

(A. M. - P. M.)

Location of Accident: Two miles east of Mojave Airport and one mile north of Highway 99

Owner of

Aircraft Military Aircraft Intl. Inc.

Address of

Owner 126 SE 2nd

Street Miami

Florida

(City)

(State)

Name of

Pilot Kenneth Gordon Burnstine

Pilot's

License No. 1413095

Total

Flying Hours

Address: 1011 N. Bayshore Front

Hours in this Type Plane

Aircraft Damage: Total Loss

Belboa Island, California

(City)

(State)

Pilot's Medical Date: 10-75

Number of

Crew None

Number of

Passengers None

Number of

Serious Injuries None

Minor Injuries None

Fatalities

One

List of Passengers:

Names

None

Addresses

(Additional names and addresses listed on reverse side)

Description of Accident, i. e.

Maneuvers, etc. just prior to accident; condition of plane, etc.:

See special Report

(Additional information listed on reverse side)

Witnesses and/or informants furnishing foregoing:

Names

Addresses

See Special Report

Remarks

//

Case No. 100-1
Date Reported 6-1
Date Occurred 6-1
Time Occurred 1

Crime or Incident: Aircraft Accident 47-15 Place of Occurrence: Mojave, California

☐ Victim ☒ Reported by: Mojave Dispatcher, Mojave, California

☐ Susp. ☐ Arr. ☐

VICTIM:

1. KENNETH GORDON BURNSTIE
1011 North Bayshore Front, Palisca Island, Ca.
WMA, 43 years
DOB: 2-15-33
5'9", 180, brn and brn

JUL 1 1976

b6
b7C

AIRCRAFT:

Identification Number: F600F
Serial Number: 44-74756N
P-51 D
Registered to: Military Aircraft International, Inc.
125 SE 2nd St., Miami, Florida
Commonly known as a P-51 Mustang
Rolls Royce engine

PERSONS PRESENT AT SCENE OF ACCIDENT:

1. [Redacted]
Presently staying in the Holiday Inn, Palmdale, Ca.
(Witness)

2. [Redacted]
(Witness)

3. [Redacted]
(Witness)

RECEIVED

JUL 2 1976

WE-FSDC

ALSO PRESENT THAT WITNESSED THE CRASH OF THE AIRCRAFT
MEMBERS OF THE FEDERAL AVIATION ADMINISTRATION (FAA)

4. [Redacted]

Assisted by: [Redacted]

Witness
Calif.

ALL TYPED at Mojave for the attention of the Air Force

Another witness, name only, no personal contact:

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[REDACTED] was reportedly flying close to the victim and the downed aircraft just prior to impact. The only information available - he is approximately 23 years old. He flies Mustang with a yellow nose and a camouflaged fuselage. It is believed that he was contacted by [REDACTED] PFA.

SUMMARY:

Summary of information given to the reporting officer, Sgt. [REDACTED] by above named - to the air crash. The victim was flying at approximately 5,000 feet, stated on interview that he was going down and run the pylons, and at this time did a slow roll downward. Apparently made some statement to the effect, "Oh, oh no," and there was an impact. He had applied power (from some of the witnesses) in an attempt to pull out of the downward spin, however, lacked enough recovery room to negotiate the pull out.

No other information could be obtained from the interview of the above witnesses.

DETAILS:

The Mojave Dispatcher reported to the reporting officer at approximately 1730 hours that there was a downed aircraft at the Mojave Airport on fire.

On responding from the northwest part of Mojave, the reporting officer could observe billowing upwards from the location east of the runways, exact location could not be determined. Upon proceeding, it was found that the crash site was approximately 2 miles east of the Mojave Airport in the desert, approximately 1 mile north of Highway 58.

Upon my arrival at the scene, it was observed that parts of the aircraft were still on the ground and were being attended to by members of the Kern County Fire Department, Mojave Station.

Subsequent information revealed that the plane completely disintegrated, was spread over an area approximately 251 yards east to west and 97 yards north to south. This enclosed area containing a large number of very small parts of the aircraft. At the point of impact it was found that the basic part of the crater was approximately 3' in depth and tapered in an easterly direction to a very slight depth, approximately 2 - 3 inches. There was a finger protruding in the crater in a westerly direction. This crater was approximately tapering up to 3 - 4 inches in depth.

Also located at the crash site was a large number of parts of the victim's body. A diagram was made indicating some of the locations in reference to a north or northerly direction. Photographs were taken of the crater, the larger part of the victim's body and some of the other details contained within the area of the parts of the aircraft.

After arriving at the scene of the crash, it was apparent that the pilot of the aircraft was deceased. The Coroner's Office was requested to dispatch a Coroner and Deputy Coroner. TONY FERGUSON was dispatched.

Due to the fact that the FAA Officers were in the area conducting their investigation, they were allowed to continue. Deputy Coroner FERGUSON arrived and took charge of the remains of the body, which was transported to Stickel's Mortuary in Mojave.

The Officers from FAA stated that they were satisfied with their part of the investigation and that they would release the plane to the Ground Crew for final disposition of the

main parts of the aircraft.

Also located in and about the crash site were two (2) automatic weapons, handguns, etc.

1. A Model 59 Smith and Wesson 9 mm automatic, serial # A351420. This weapon contained (1) round under the hammer, no clip.
2. An OMC 380 automatic, serial number A 02048. This weapon was fully charged with ammunition, one (1) under the hammer and a full clip.

These weapons were placed into property at the Mojave Substation. Subsequent teletype will be sent verifying ownership and wants.

At the conclusion of the investigation, at the scene of the crash, Deputy Coroner [REDACTED] myself, Sgt. [REDACTED], and witness [REDACTED] responded to the Mojave Sheriff's Substation. An inquest was conducted by Deputy Coroner FERGUSON, which concluded the investigation at this time.

No further action at the writing of this report.

[REDACTED]
1345 Hours, 6-17-76

Typed by: [REDACTED]



← P.I. APPROX 3' DEEP IN
CENTER OF LARGE PART
TO 3" AT END OF
WEST FINGER

X ← PROP.

X ← LEFT FOOT & LEG OF VIC

X ←

X ← ENGINE

⊗ ← UPPER PART
OF VIC

← 53 YRDS

X ← PARACHUTE PARTLY OPEN

APPROX 251 YRDS

NOTE "NOT"

APPROX 251 YRDS

RECEIVED FA

JUN 21 1976

WE-FSDQ-61

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

Budget Bureau No. 30-R024.3.

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STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date JUNE 16 - 76I. Place of accident MOJAVE AIRPORT Date JUNE 16-76 Hour ?II. Aircraft P-51 FAA Certificate No. B APPROX. [REDACTED]III. What is your name [REDACTED] Age [REDACTED] YRS 4IV. Address [REDACTED] 92083V. Occupation PILOT By whom employed PILOT SYS W/STACVI. Where were you at the time of the accident EAST END OF AIRPORT RAMP WITH BINOCULARS

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I was watching two P51s with binoculars, maneuvering about 5 miles East of Mojave Airport at high altitude. Near the end one aircraft did an aileron roll, a good one, too. The second plane appeared to form up to the rear. The lead aircraft (piloted by Ken Burnstine) started a left hand 30 degree turn and continued this attitude until it went an extreme nose down spiraling attitude, in which attitude I witnessed the aircraft impact into the ground and explode on impact. The final nose down attitude appeared to start about 5,000 feet above the ground. No aircraft structures or parts were observed departing the aircraft until the time of impact. There was no visible fire or flames until the instant of impact with the ground.

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STATEMENT

On June 21, 1976, I departed for Ontario district to investigate the maintenance performed on N69QF, a NORTH AMERICAN P-51D, which was involved in a fatal accident on June 16, 1976.

I reported first to the Ontario District Office to inform them that I was going to CHINO AIRPORT to gather information on the aircraft which crashed in Mojave, California. While I was at the office, Inspector [redacted] informed me that [redacted] witnessed the accident at MOJAVE AIRPORT. [redacted] was in for a flight check; therefore, I did not ask him what he witnessed.

[redacted] performed the last annual inspection, as noted in the aircraft log and he worked for AERO SPORTS at Chino. At AERO SPORTS I was informed that the aircraft had not been in their facility for about a year, but it was based on UNLIMITED AIRCRAFT, LTD., and they were located two hangars east of AERO SPORTS.

I contacted [redacted] of UNLIMITED AIRCRAFT and he stated that the aircraft was at BRACKETT FIELD and returned to Chino on Sunday, June 13. The aircraft was left outside the hangar that night and it was in the hangar the next day and until it departed Wednesday for Mojave. Maintenance was performed on the aircraft on Tuesday and Wednesday. The engine was uncowed and cleaned; coolant temperature indicator was replaced; hose clamps were tightened; and the water pump for the spray bar was replaced. [redacted] told me that [redacted] replaced the water pump and was the last one to work on the aircraft. [redacted] was not available for interview. I asked [redacted] if M. D. PRUITT FURNITURE CO., INC. was the registered owner of the aircraft and his answer was that a bank in Los Angeles was the registered owner and the transfer of ownership was effective in April. The aircraft had been registered to several different persons. [redacted] also stated that he personally checked the aircraft records and installed them in the aircraft on the day it left Chino for Mojave.

After completing my investigation at CHINO AIRPORT, I interviewed [redacted] of [redacted]. He works for [redacted] which is located at BRACKETT FIELD, La Verne, California. [redacted] stated that while standing at the grand stand, he saw the two P-51's flying over together heading in a northerly direction. After passing over the airport they made a descending left turn and heading toward the grand stand. As they passed over one aircraft, continued the turn in easterly direction and the other broke off and headed in a southerly direction. The aircraft in the easterly direction rolled over and started a split "S" turn. [redacted] stated he could picture the arc that the aircraft had to make to complete the maneuver. He knew that the pilot did not have enough airspace to complete the split "S". The aircraft was pointing downward and it had used half of the airspace available. The aircraft rolled 180° and started to pull up and then saw snap over and headed toward the ground. He contacted Mojave Unicom and informed them of the airplane crash.

[redacted] had flown in the contractors who were erecting the grand stands and was parked at the grand stands. He was given an NTSB Form 6120.11, Statement of Witness, with a return-stamped envelope.

[redacted]
General Aviation Maintenance Inspector
June 23, 1976

17

Statement Concerning Aircraft Accident at MOJAVE AIRPORT,
6-16-76

On 6-17-76 I was at MOJAVE AIRPORT to monitor the MOJAVE AIR RACES. During conversations with several persons on the airport, including eyewitnesses to the Burnstine accident. I was asked if the pilot had made a statement just prior to impact to the effect the aircraft controls had "jammed". With this in mind Inspector [] and I returned to the accident site to reconfirm, if possible, the fact that all controls surfaces were present at the impact site and that no evidence of control jamming was present.

Our inspection revealed that all portions of the elevator and elevator counter weights, rudder, and aileron control surfaces were present at the impact site. The rudder and elevator controls appeared to have been attached to their respective stabilizers at impact and the empennage control rods and bell cranks were attached to the respective control in the aft fuselage section. Damage to the control surfaces precluded determination of whether or not rudder and elevator controls were capable of making full control surface movement after the impact.

I could find no evidence to support a theory of control surface separation prior to impact or control surface jamming.

[]
General Aviation Principal
Operations Inspector

RECORD OF STATEMENT

The following is a record of statement by [redacted] pilot of North American P-51, N5441V, who was flying in formation with another North American P-51, N690F, piloted by Mr. Kenneth G. Burnstine from Chino Airport, Chino, California, to Mojave Airport, Mojave, California, on June 16, 1976.

This conversation was witnessed by Inspectors [redacted] and [redacted] from the Federal Aviation Administration, General Aviation District Office, 7120 Hayvenhurst Avenue, Suite 316, Van Nuys, California, on June 16, 1976, at approximately 1925 PDT, and was as follows:

"I was in trail with him (Burnstine) overhead of Mojave at eight thousand feet (MSL), indicating 250 knots when Burnstine called over the radio he was going to full power and drop down on the race course. He pulled ahead of me and did a split "S" maneuver. I knew he was going awful fast when he rolled it over. I momentarily lost sight of him (Burnstine) but did see him pull out and do a complete roll (left) maneuver followed by a quarter roll (left) then hit the ground. Through this last roll he (Burnstine) called on the radio and said, 'No (pause), oh no!' that was all he said."

[redacted] offered no further statement following the above and was visibly shaken by the occurrence.

The above is true and correct to the best of my knowledge.

[redacted]
General Aviation Operations Inspector

[redacted]
General Aviation Operations Inspector

[redacted]
General Aviation Maintenance Inspector

[redacted]
General Aviation Operations Inspector

October 6, 1976

INVESTIGATION OF DEATH OF 1 - b6
KENNETH G. BURNSTINE, *Enc 13* 1 - FOF b7C
 b7D

OBSTRUCTION OF JUSTICE

Reference is made to your memorandum (RLT:KWM:CLJ:pcp 12-18-707) dated September 3, 1976, in which you requested an investigation of the circumstances surrounding the death of Kenneth G. Burnstine.

Enclosed for your information are two copies of a letterhead memorandum dated September 30, 1976, at Los Angeles, California. You are requested to advise what, if any, further action you desire concerning this matter.

Enclosures (2)

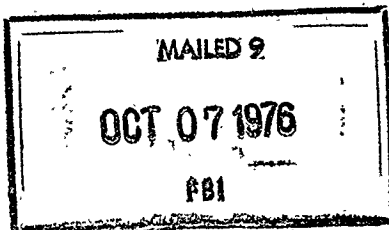
ENCLOSURE NOTE: Original and one copy forwarded to Criminal Division, U. S. Department of Justice, by 0-6(B), same date.

NDM:pmg *pmg*
(5)

EX-113 REC-7.72-239/5

24 OCT 8 1976

Assoc. Dir. _____
Dep. AD Adm. _____
Dep. AD Inv. _____
Asst. Dir.:
Adm. Serv. _____
Ext. Affairs _____
Fin. & Pers. _____
Gen. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
Legal Coun. _____
Plan. & Eval. _____
Rec. Mgnt. _____
Spec. Inv. _____
Training _____
Telephone Rm. _____
Director Sec'y _____



221 Ser/John
56 OCT 19 1976

MAIL ROOM ☐

TELETYPE UNIT ☐

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

Federal Bureau of Investigation
Records Branch3-2, 19 72☐ Name Searching Unit - Room 6527☒ Service Unit - Room 6524☐ Forward to File Review☒ Attention [redacted]☒ Return to [redacted]

Supervisor

Room

Ext.

2248 3715

b6

b7C

Type of References Requested:

☐ Regular Request (Analytical Search)☒ All References (Subversive & Nonsubversive)☐ Subversive References Only☐ Nonsubversive References Only☐ Main _____ References Only

Type of Search Requested:

☒ Restricted to Locality of Ohio☐ Exact Name Only (On the Nose)☐ Buildup☐ VariationsCleveland Solid WasteSubject Trade Guild

Birthdate & Place _____

Address _____

Localities _____

R# _____

Date

5/2

Searcher Initials

g

Prod. _____

FILE NUMBER

SERIAL

62-9-11-1232

Federal Bureau of Investigation
Records Branch

_____, 19____

<input type="checkbox"/>	Name Searching Unit - Room 6527	
<input type="checkbox"/>	Service Unit - Room 6524	
<input type="checkbox"/>	Forward to <input type="checkbox"/>	
<input checked="" type="checkbox"/>	Attention <input type="checkbox"/>	
<input checked="" type="checkbox"/>	Return to <input type="checkbox"/>	2248
	Supervisor	Room Ext.

b6
b7C

Type of References Requested:

<input type="checkbox"/>	Regular Request (Analytical Search)
<input checked="" type="checkbox"/>	All References (Subversive & Nonsubversive)
<input type="checkbox"/>	Subversive References Only
<input type="checkbox"/>	Nonsubversive References Only
<input type="checkbox"/>	Main _____ References Only

Type of Search Requested:

<input checked="" type="checkbox"/>	Restricted to Locality of <u>Cleveland, Ohio</u>
<input type="checkbox"/>	Exact Name Only (On the Nose)
<input type="checkbox"/>	Buildup <input type="checkbox"/> Variations

Subject Cleveland Trade Solid
 Birthdate & Place Waste Guild
 Address _____

Localities _____

R# _____ Date 5/2 Searcher Initials hlt

Prod. _____

FILE NUMBER

SERIAL

NR